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Hongkong, 6th May, 1903. [a218]

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[a293]

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[a40]

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The following are also recommended, and are of fine quality:—

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- D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 16.00

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THE HONGKONG DISPENSARY.

among Asiatics; and further, that there is a good deal of civilisation wanted in Russia before she can without presumption pose as the missionary of the West to the East. We can imagine that considerable pain must have been caused to the officials and journalists above mentioned at hearing their country's cherished pretensions questioned—that is to say, if they are sincere in upholding these pretensions. But it is worth while to reflect whether all Russians, or indeed whether any Russian who is at once honest and highly educated, can look on Russia as a country fitted as yet to stand forward as a civilising Power.

A great number of books have been published recently in English, either original or translated, dealing with Russia's administration of her Asiatic possessions, particularly Siberia. Their authors have been English, American, or Russian, for the most part. We may leave on one side the non-Russian writers (though one of these, Miss ANNETTE MEAKIN, in her book about Russian Turkestan is distinctly favourable to the Russian rulers in that part of Asia), and look rather to the Russians who have dealt with the subject. We quoted some time ago in these columns from a work on the government of Sakhalin, the remote island which Russia uses as a penal settlement for her worst criminals. The author, whose name escapes us, though we have a vivid recollection of his book, drew a terrible picture of brutality, alike of prisoners and of those who looked after them, of general official corruption, and in short of a state of affairs compared with which the civilisation of any tribe of head-hunters would shine.

This account has been borne out exactly by a book just written by an Englishman, Mr. CHARLES H. HAWES, the first of his race to penetrate into the interior of Sakhalin. But it may be argued that as Sakhalin is reserved for Russia's worst criminals, it is unfair to dwell too much upon its savage government. We will turn therefore to a book called *Sixteen Years in Siberia*, by Mr. LEO DEUTSCH, a translation of which has been issued by Mr. JOHN MURRAY. This is the sober record of the Siberian experience of a Russian revolutionist. Mr. DEUTSCH was originally, it is true, arrested and imprisoned in Kief for participation in an attempt on the life of a traitor in a revolutionary group. He escaped from prison in 1878 and left Russia for Switzerland, where he gave up his sympathy with the Terrorist ideas and became a Social Democrat, a rather rare thing in Russia then. Unfortunately in 1884 he was caught in Baden, and the German Government being anxious to oblige Russia, was handed over to the authority of his own countrymen. After brief imprisonment at the fortress of Peter and Paul and the House of Detention at St. Petersburg, and after trial at Odessa, was sentenced to thirteen years' and four months' penal servitude and started for Siberia. The bulk of the book is taken up with a description of those weary years in Siberia, told with a remarkable restraint of language and absence of exaggeration. It is of course impossible for us here to give any idea of the work, but it may be said that the impression produced is one of disgust at that so-called civilisation, of which this prison-system is part. Ignorance seems to be the distinguishing mark of the whole official régime in Siberia, mingled in the majority of cases with barbarity of a particularly stupid kind. The political prisoners, it must be remembered, are nearly all persons of considerable education, to whom the degradation of their lot in Siberia must be most bitter. The number of suicides recorded by Mr. DEUTSCH bears witness that this is the case. In some instances this was due to the treatment of "politicals" in exactly the same way as their criminal fellow-exiles, by flogging, etc. The most striking story is that of a young lady who died after a flogging—administered for an "assault" on the commandant—whereupon three of her female companions took poison and died, followed by two of the men in prison with Mr. DEUTSCH, who killed themselves as a protest against the treatment of the women. However, as we have said, we cannot give a just idea of the book, which effectually disposes of Russia's claim to civilise others. We quoted recently from a home paper Mr. DEUTSCH's account of the Blagovestchensk massacre. He was in the town at the time and gives in his book a photograph of the scene of the atrocity. Apologists for the massacres, he tells us, were found even among people of culture! Yet, for all the evil he is bound to speak of, Mr. DEUTSCH does not despair of his country. "The Tsar and his Ministers," he says, "endeavour by the most cruel and severe measures to quench the torch that has been kindled in the land; the greater part of Russia has been placed under martial law; the prisons can hardly contain

the numbers of their captives; those who protest against such a régime are sent to Siberia by the trainload. But nothing can stem the tide of the movement; it will rise higher, embracing ever wider circles of the people, and the hour is not far off when autocracy will be laid low, as it was in Western Europe so many generations ago." It may, it must be so. But meanwhile, until such is the case, Russia cannot be ranked as a civilised and civilising nation.

To-morrow is the 52nd anniversary of the taking possession of the island of Hongkong by Great Britain.

His Excellency Mr. F. H. May, C.M.G., will distribute the prizes to the boys of the Diocesan School and Orphanage on Friday next at noon.

It is proposed to hold a Yorkshire Dinner, and a meeting will be held to-morrow at 5 o'clock in the City Hall to discuss arrangements and decide upon a date.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—East Asiatic Trading Co. \$25.

The only case of communicable disease in Hongkong last week was one of diphtheria (European). With remarkable foresight Shanghai, Manila (where plague now exists), Siam, and Indo-China keep sanitary measures against us.

Ex-Lieutenant Hermann, of the Philippine Constabulary, who piloted the steamer *Victoria* after stealing \$5,000 gold, is now on trial at Cagayan, P.I. Charges of rape and murder have also been added to the original counts against him of embezzlement and piracy.

It has been pointed out to us, with regard to a statement in our "New Territory Notes" yesterday, that Chan Leung Kit is not and never was the Nantao (or San On) magistrate. He is a military mandarin and never can be a district magistrate.

Mr. E. A. Hewett, Superintendent of the P. & O. S. N. Co., writes to us to inform us that the address from the Hongkong Community to Sir Henry Blake has now been bound and will be forwarded to Ceylon by next English mail. Anyone wishing to see the address can do so on application at Mr. Hewett's office.

The Hongkong and China Gas Company are the latest victims to the fire epidemic at present raging in the Colony, yesterday suffering a loss of 2,000 tons of Cardiff coal from spontaneous combustion. The damage was covered by insurance with the China Fire Insurance Company. This is another instance of the unsuitability of this class of coal for long storage purposes in the tropics.

A Chinaman was put in the stocks on Saturday, as part of his punishment for larceny, but when he had been there one hour he collapsed from hunger. The inspector of police at whose station the man was placed, acting the part of a good Samaritan, sent to a nearby baker and purchased 12 biscuits four inches square and 2 inches thick, and a 1lb. loaf of bread. The hungry Chinaman consumed the lot at once, and then, like Oliver, asked for more.

It appears that the Japanese in the Liaotung Peninsula, finding themselves very insecure owing to the Russians having little regard for their persons and property, and the Chinese being not indisposed to follow suit, addressed a petition from Port Arthur to Viceroy Alexieff. On receipt of this petition the Viceroy summoned the representative of the petitioners and the Chief of Police to his presence, and gave to the latter explicit instructions that every possible precaution should be taken for the security of Japanese life and property.

Last week there arrived in Hongkong about 150 Chinese who had gone over to South America on representations made to them that they would be able to make much money there. Their ages ranged from 60 to 97 years. As they were in sore distress the Chinese Consul there was applied to, and as the result of a subscription which was set on foot a sailing-ship was chartered to carry them back to China. On the voyage contrary winds were encountered. The ship's provisions ran out and a condition of starvation appears to have reigned on board. Many of the passengers died at sea, and on arrival here some who were suffering from the effects of want of food were sent to the Tung Wah Hospital, where also a number of deaths occurred. Altogether the deaths numbered about 40.

The Japan Mail writes on the 16th inst.—The leading Japanese journals are all agreed that strange as an attitude of neutrality on China's part may appear at this juncture, it is the only course permitted by her condition. Japan asks nothing else. Among these journals the *Nichi Nichi Shimbun* notes that all the Powers have now virtually declared their intention to preserve strict neutrality, and that the inconvenience thus caused to Russia will be very great. Japan can obtain all the supplies she needs without any difficulty. She has them at home within easy reach of the scene of operations. But Russia will have to carry everything an immense distance. Fuel and food alike will be unprocureable for her wants. Our Tokyo contemporary thinks that it is here she will first feel the pinch. Indeed it regards the situation as most dispiriting for Russia from that point of view.

We are obliged to hold over some correspondence to-day.

The M.C.C. team in Australia to-morrow begins a return match against Tasmania at Launceston. The result of the first match, played at Hobart on the 23rd inst. and following days, is not yet known.

News from Vladivostok at the middle of the month says that the ice was then a foot thick in the harbour, and that it had been found necessary to beach the torpedo-boats. The degree of frost this year is exceptional throughout the whole of the Far East.

THE HONGKONG RACES.

LETTING OF BOOTHS AND MATCHES.—The prices fetched for lots for the erection of booths and matchsheds at the auction conducted by Messrs. Hughes & Hough were most satisfactory. Whereas last year \$1,700 was netted, this year's receipts total no less than \$4,850. Purchasers were as follows:—

- (1) \$150, Mr. Ford; (2) \$140, Mr. Ford; (3) 150, Mr. Ford; (4) \$170, Mr. Leobro; (5) \$250, Mr. Leobro; (6) \$260, Mr. Leobro; (7) \$330, Mr. R. J. Remedios; (8) \$280, Mr. Taitoon; (9) \$320, Mr. J. LaFert; (10) \$320, Mr. A. Ritchie; (11) \$230, Mr. A. Ritchie; (12) \$310, Mr. A. Ritchie; (13) \$340, Mr. Ho Chuk Wai; (14) \$350, Mr. Nalume; (15) \$380, Mr. Nalume; (16) \$220, Mr. Yee Pak Hung; (17) \$210, Mr. Ah Yim; (18) \$150, Mr. Ah On; (19) \$150, Mr. Ah On.

FREER'S FRIVOLITIES.

As an advertisement in another column shows, the above entertainment is postponed to Saturday and Monday next.

If to laugh and grow fat is as true as the saying is old, then every member of the audience next Saturday and Monday should return home feeling more robust than ever, for it is guaranteed he will make you laugh as you have never laughed before. One doesn't have to go far to see shows of every description, but it is a rarity seldom met with to get a show that affords two and one-half hours' uproarious laughter. A good hearty laugh is a pick-me-up; it is a natural tonic; it does you good, and makes you forget all your troubles, and gives you hope for better things to come, and above all it keeps you in good health and saves you doctor's bills. This is why (as his credentials on view at Robinson's Piano Co.'s will prove) Freer appears before such enormous audiences on all of his return visits. Next Monday's should be one of these.

CRICKET IN AUSTRALIA.

The following is the full score of the second test match, which finished at Melbourne on the 5th inst. The Sydney papers try hard to take all credit away from the winning team, in spite of the facts that the M.C.C. side had to take the field without Arnold and Bosanquet and that Foster fell ill on the first day—which is at least ungenerous.

First Innings.		Second Innings.	
P. F. Warner, c. Duff, b. 0	Trumble, b. Saunders, 3	P. F. Warner, c. Duff, b. 0	Trumble, b. Saunders, 3
T. Hayward, c. Gregory, 0	Trumble, b. Saunders, 3	T. Hayward, c. Gregory, 0	Trumble, b. Saunders, 3
R. E. Foster, retired ill 49	about 50	R. E. Foster, retired ill 49	about 50
J. T. Tyldesley, c. Trumble, b. Howell, 62		J. T. Tyldesley, c. Trumble, b. Howell, 62	
L. C. Brand, c. Howell, 2	1. Saunders, b. Trumble, 0	L. C. Brand, c. Howell, 2	1. Saunders, b. Trumble, 0
A. G. Knight, b. Howell 2	1. b. Trumble, 0	A. G. Knight, b. Howell 2	1. b. Trumble, 0
G. H. Hirst, c. Noble, b. Howell 7	c. Gregory, b. Howell 4	G. H. Hirst, c. Noble, b. Howell 7	c. Gregory, b. Howell 4
W. Rhodes, b. Trumble, 9	2. b. Trumble, 9	W. Rhodes, b. Trumble, 9	2. b. Trumble, 9
A. A. Lilly, c. Howell, b. 4	st. Kelly, b. Trumble, 0	A. A. Lilly, c. Howell, b. 4	st. Kelly, b. Trumble, 0
A. Fielder, b. Howell, 1	c. Hill, b. Trumble, 4	A. Fielder, b. Howell, 1	c. Hill, b. Trumble, 4
A. E. Bell, not out, 8	4. Extras, 10	A. E. Bell, not out, 8	4. Extras, 10
Extras 315	Total 103	Extras 315	Total 103

First Innings.		Second Innings.	
V. Trumper, c. Tyldesley, b. Rhodes, 74	c. Bell, b. Rhodes, 35	V. Trumper, c. Tyldesley, b. Rhodes, 74	c. Bell, b. Rhodes, 35
E. A. Duff, at Lily, b. 10	c. Brand, b. Rhodes 8	E. A. Duff, at Lily, b. 10	c. Brand, b. Rhodes 8
C. Hill, c. Rhodes, b. Hirst 5	c. Bell, b. Rhodes 20	C. Hill, c. Rhodes, b. Hirst 5	c. Bell, b. Rhodes 20
M. A. Noble, c. sub, b. Rhodes 1	not out, 21	M. A. Noble, c. sub, b. Rhodes 1	not out, 21
S. E. Gregory, c. Hirst, b. Rhodes, 6	1. c. Rhodes, b. Hirst, 0	S. E. Gregory, c. Hirst, b. Rhodes, 6	1. c. Rhodes, b. Hirst, 0
A. J. Hopkins, c. sub, b. 18	c. b. Rhodes, 7	A. J. Hopkins, c. sub, b. 18	c. b. Rhodes, 7
H. Rhodes, c. sub, b. 2	c. Brand, b. Rhodes 0	H. Rhodes, c. sub, b. 2	c. Brand, b. Rhodes 0
W. W. Armstrong, c. Brand, b. Rhodes 0	c. Hayward, b. Rhodes 0	W. W. Armstrong, c. Brand, b. Rhodes 0	c. Hayward, b. Rhodes 0
J. J. Kelly, run out, 8	c. Lilly, b. Rhodes, 7	J. J. Kelly, run out, 8	c. Lilly, b. Rhodes, 7
W. P. Howell, c. Fielder, b. Rhodes 3	0 c. Hirst, b. Rhodes, 3	W. P. Howell, c. Fielder, b. Rhodes 3	0 c. Hirst, b. Rhodes, 3
J. V. Saunders, not out 2	c. Fielder, b. Hirst, 0	J. V. Saunders, not out 2	c. Fielder, b. Hirst, 0
Extras 122	Total 111	Extras 122	Total 111

BOWLING ANALYSIS.

First Innings.		Second Innings.	
Trumble 107	4	W. 34	5
Noble 4	0	33	2
Saunders 60	0	23	2
Howell 43	4	3	0
Armstrong 43	0	3	0
Hopkins 49	1	3	0
Trumper 4	0	3	0

A P.O. COMPLAINT.

A glaring case of delayed delivery of a letter has been brought to our notice. On the 25th inst. a lady living at West Point got a letter which had been posted on the 24th of December by a friend in Kowloon, so that it took more than a month in transmission. The P.O. staff here seldom deserve anything but praise, but this is a case that calls for searching enquiry so that a repetition may not occur again.

TELEGRAMS.

REUTER'S SERVICE.

BRITISH CABINET COUNCIL.

LONDON, 23rd January.

A protracted Cabinet Council was held in London on Saturday.

COREA TO BE NEUTRAL.

LONDON, 23rd January.

The Government of Corea has declared neutrality in the event of war between Russia and Japan. The British Minister approves.

TURKEY AND BULGARIA.

LONDON, 24th January.

Reuter's Agency at Sofia wires news from the frontier that the Turks are rapidly concentrating numerous troops on the Bulgarian frontier. The Turkish representative the last few days has refused to visit the passports of Bulgarians going to Turkey.

ANOTHER T.K.K. STEAMER TAKEN UP.

The representatives of the Toyo Kisen Kaisha informed us yesterday evening that their steamer *Rosetta Maru* has been taken by the Japanese Government and that her service between Hongkong and Manila will be temporarily withdrawn. During her absence from the service, however, one or more substitutes are expected to take her place shortly. We suggested in our issue of Monday that the *Rosetta Maru* might be so taken up soon. The *Rosetta Maru* has already left for Japan.

S. JOHN'S CATHEDRAL.

SIR PAUL CHATER PRESENTS NEW CHURCH FOR KOWLOON.

The annual meeting of the subscribers and seatholders of S. John's Cathedral was held last evening at S. Paul's College. His Lordship Bishop Hoare presided. Mr. A. BAYNE, Hon. Secretary, read the minutes of last meeting and they were confirmed. Mr. R. T. WRIGHT, Hon. Treasurer, submitted the financial report. He said they started the year with a balance on the wrong side of \$1,137 and wound up with a balance on the right side of \$2,316. This increase was chiefly due to a very satisfactory increase of about \$1,500 in the offertories. Donations and subscriptions amounted to \$4,099 as against \$4,177. It was to be remembered that they would have a very heavy expense to meet this year in connection with the repair of the organ. In addition to this balance they had \$3,258 on fixed deposit. His Lordship said he thought they had great reason for thankfulness for the very satisfactory state of matters shown in the report. It showed that their Hon. Treasurer must have done a very great deal of work. Few reports had been raised 50 per cent., but the amount derived from this source had increased by more than 50 per cent., some 20 new sittings having been taken out; that was an encouraging sign. It was also a most satisfactory sign that the amounts of collections had increased by some \$1,300. The congregations were good and the services hearty. The musical part of the services had been excellent. His Lordship after referring to the good work done by clergymen who had voluntarily assisted in the Cathedral services, went on to say that the Church Body had decided to fix rates for the chaplain's services at funerals as follows:—1st class funeral, \$10; 2nd, \$5; 3rd, \$3. Now that their finances were in a more satisfactory state he said the question ought to be considered of obtaining an assistant chaplain. It required careful consideration, as they were now to have a church in Kowloon. Hitherto he had his tongue tied, but he was now able to announce that this was the result of Sir Paul Chater's generosity, he having given \$35,000 to build a church. The Government had made a free grant of land adjoining the English School and the Observatory. (Applause.)

Hon. Dr. J. M. ATKINSON moved that the report be adopted, and the motion was agreed to. Sir WILLIAM M. GOODMAN proposed the approval of the fees relating to funeral services. Mr. H. J. GOMPERTZ seconded, and the motion was agreed to. The following lay members of the Church Body were afterwards elected by ballot:—Sir William Goodman, Mr. E. T. Wright, Hon. Dr. Atkinson, Mr. Armstrong, Mr. Bryer, and Mr. H. W. Slade. Rev. F. T. JOHNSON proposed votes of thanks to the lay members of the Church Body, making special mention of the services of the Hon. Treasurer and the Hon. Secretary; to the late auditor, Mr. E. C. Edwards, who had gone away, and whose place had been taken by Mr. W. C. D. Turner, to the clergy who had voluntarily lent their assistance during the year, especially Rev. Messrs. Bunbury, France, Wright, Anstey, and Jenkins, and to the choir who under the able leadership of Mr. A. G. Ward, had done a great deal to make the Cathedral bright and attractive. Sir WILLIAM GOODMAN seconded, and the motion was agreed to. On the motion of Hon. Dr. ATKINSON, seconded by Mr. ARMSTRONG, Mr. J. C. Peter was appointed auditor. This was all the business.

THE HONGKONG BENEVOLENT SOCIETY.

ANNUAL MEETING.

The Hongkong Benevolent Society held their annual meeting at the City Hall at noon yesterday. Sir W. M. Goodman (Chief Justice) presided, and others present were Mrs. May, Lady Goodman, Mrs. Gompertz, Mrs. Sieb, Mrs. Hoare, Rev. W. and Mrs. Bridie, Mr. Swan, Rev. and Mrs. C. H. Hickling, Revs. Wright, J. H. Francis, and F. T. Johnson, Mr. Dickson, and Mrs. Master.

The CHAIRMAN, Sir W. M. GOODMAN, said: "It is a great honour to have again been asked to preside at the annual meeting of the Society. It was a society which, in a quiet, unobtrusive way, was doing a noble work in the Colony. It had only to be known by the public in order to be both fully appreciated and adequately supplied with funds. There were so many places, that he took the opportunity of explaining the objects of the society to the public. It was a society which, in a quiet, unobtrusive way, was doing a noble work in the Colony. It had only to be known by the public in order to be both fully appreciated and adequately supplied with funds. There were so many places, that he took the opportunity of explaining the objects of the society to the public. It was a society which, in a quiet, unobtrusive way, was doing a noble work in the Colony. It had only to be known by the public in order to be both fully appreciated and adequately supplied with funds. 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able for re-election:—Mrs. Atkinson, Mrs. Hoare, Mrs. Bridie, Mrs. Swan, and Mrs. Gompertz.

Sir W. M. GOODMAN said that some cases were very distressing indeed. One little boy was left on the hands of the French Consul. The Society had had him sent to St. Joseph's College, and now he would, probably, become a useful member of society. There were three cases in which English women had married Chinese, and had asked for assistance. An Australian woman had married a Chinaman, who left her in distress, and another Australian woman with family had been deserted by her Chinese husband. It was very dangerous for European women to marry Chinamen. In Australia it might be all right, but the difference of customs and modes of living seemed to be unsatisfactory. A Frenchman had asked for and received help; and a very respectable German had received his passage to Bombay. The Society was worthy of support not only by the British but by others in the Colony also. The small expenses shown in the report were extremely satisfactory, only \$30 having been spent on printing. The figures were attributable to the co-operation by all parties in keeping down expenses.

Rev. C. H. HICKLING, in proposing the adoption of report and accounts, disapproved for some time on the evils of indiscriminate charity. The fact of the society expending more than it received was enough to make an appeal justifiable. Ladies on the committee deserved the greatest praise; as also did Messrs. France and Wright for their work at instituting enquiries. Rev. W. BRIDIE also concurred with the previous speakers.

On the proposal of Sir W. M. GOODMAN a vote of thanks was given to the treasurer, the referees, and the secretary.

The following committee was then appointed for the ensuing year:—Mrs. Atkinson, Mrs. Bridie, Mrs. May, Mrs. Swan, Mrs. Hoare, and Mrs. Gompertz.

Mrs. MAY proposed a vote of thanks to Sir W. M. GOODMAN, who made a suitable reply.

THE NAVY LEAGUE AND THE "TIMES."

The following letter has been addressed by the Chairman and Secretary of the Navy League to the Editor of the *Times*, in reply to some criticism of the League appearing in that journal:—

The Navy League,

13, Victoria Street, London, S.W.

December 7, 1903.

SIR,—In your leading article of November 25, dealing with the letter of the Navy League, you complain that the League attempts to make the nation's flesh creep by pointing out that according to the Parliamentary Return (185 of 1903) Great Britain has only sixty-three battleships built and building against sixty-two French and Russian combined, or sixty-eight if the new Russian programme be included.

You proceed to criticise the League for accepting the figures of a Government estimate. In it the fault of the League if the figures of this Parliamentary Paper show so serious a position? For though the Admiralty has repeatedly been challenged to reduce the warships enumerated to one common scale, so as to give a clear indication of strength, it has refused to do so. By its refusal we are compelled to take its figures as they stand, and had we not done so, had we gone to the *Naval Annual*, we feel pretty certain that we should have laid ourselves open to attack for so doing.

Selecting your authority, the *Naval Annual*, you tell the nation in its words that "in completed battleships of the first class we are equal to any three Powers, and that the same relative position will be maintained in 1904 and 1905."

Here, however, the figures which the *Naval Annual* gives, and which do not, of course, include the recently purchased Chilean ships, show that the above statement cannot be justified, while, as we shall shortly prove, the *Naval Annual* over-estimates the time required for the completion of the new Russian ships. The *Naval Annual* figures are as follows for ships built (battleships of the first class):

	1903	1904	1905
Great Britain	33	35	40
France	12	14	16
Germany	10	11	13
Russia	9	11	13
U.S.A.	9	12	17
Three Strongest European Powers	31	36	42

By 1905, on the *Naval Annual's* own figures, the three Powers will be superior in first class battleships.

But the *Naval Annual* assumes that the Russian ship *Orel* will not be ready in 1904, though she is due for completion next year, and that in 1905 the *Suvarov* and *Slava* will still be incomplete. On referring to Kapitän-Lieutenant Weyer's *Taschenbuch der Kriegsschiffe*, which gives the official dates of completion, it will be seen that these ships are to be completed in 1904 or 1905. Thus the strength of the foreign combination rises to thirty-seven in 1904 and forty-four in 1905. It requires a very large measure of optimism to assert that forty battleships are equal in force to forty-four, and when "counting noses" prudent people consider not only ships actually ready, but ships building and under order, for these items determine what the strength of fleets will be, not to-morrow, but the day after to-morrow, and though this may seem to you a "very sorry occupation," it is, allow us to remind you, one in which on past occasions you have indulged yourself. The figures, then, taking only those ships which are actually sanctioned and including none of the vessels counted in the above tables, are as follow:—

Battleships of the first class, other than those above, actually building or under order:

Great Britain ... 6 France ... 4

Russia ... 4 Germany ... 4

Allied preponderance of six ships; any two Powers superior to England by two ships.

There is such a thing as lulling to rest a nation with deceptive assurances, as well as making its flesh creep with false alarms. We leave to your readers the decision between us, but we submit that the facts of your own choosing are against your own contentions. And when you blame us for "counting noses," you must be aware that there is nothing else to count. We have shown that the Admiralty refuses to grant an estimate of force reduced to a common scale. What else is the Navy League to do but to accept such figures as Lord Selborne gives? Are we not to count numbers at all? But surely a man named Nelson once said "only numbers can annihilate." And now, as in 1805, it is annihilation that the country wants, and not a splendid victory.

Apparently it has escaped your notice that the requirements of a blockading and of a blockaded fleet in the matter of cruisers may be utterly dissimilar. The Three Admirals' Report (p. 5, 632 of 1899), which was, it is true, one drawn up by naval experts and not by civilians, tells us that two cruisers are required for the blockading of each one in the blockaded fleet, so that 174 fast ships would be needed to meet the Russian and French forces in this class of ship. If you assume that the three Admirals, as well as the distinguished officers who acted as umpires in the recent manoeuvres, are wrong, we shall know where we stand. But then we may be inclined to ask you on what grounds you base your belief that the British Navy is adequate for the work of meeting an alliance of France and Russia or Russia and Germany. Is not a great superiority in force essential for the speedy success of a Power circumstanced as England is, and dependent on the sea for her supplies of raw material and food? Into France and Germany raw material and food can pass through neutral territory; in our case this is impossible.

The British fleet, whether in battleships or cruisers, is to-day weaker than it was in 1805, relatively to its opponents; and in 1805—we have Admiral Colborne's authority (*Naval Warfare*, p. 190) for the statement, that if Villeneuve had made the right move, "there was nothing to prevent Villeneuve sailing leisurely up the Channel from Ushant at the head of his sixty sail of the line and covering the passage of Napoleon's vast array to the shores of Kent and Sussex." Can we be certain in the future (1), that the enemy will make mistakes similar to those of Villeneuve; (2) that British Admirals and the Admiralty will display as great insight and energy as did Nelson and Barham?

It appears to us that the Government, by deciding to purchase the two Chilean warships, *Libertad* and *Constitution*, has given judgment in our favour, i.e., it has declared that the battleship strength of the fleet is, and will be insufficient without such a reinforcement, and has shown that it does not accept your view that the strength of the Navy is ample. It will be remembered that from the first the Navy League has urged the advisability of acquiring the ships, and we congratulate Lord Selborne so wisely a step.

You protest against our comparison of the expenditure of Great Britain and the three great Powers. But we understated the case, since we did not draw attention to the fact that in Great Britain voluntary service greatly enhances the cost of our Navy. Compulsory service is a tax for which some allowance should be made in comparison, the more so as there is nothing to show that voluntary service gives better results.

On the subject of an adequately paid and staffed Naval Intelligence Department, the arguments for such a department have been repeatedly and ably stated by you in the case of the Army. Why is a greatly enlarged Intelligence Department necessary for the Army and unnecessary for the Navy? No doubt you will explain this point, when commenting on this letter. In the same way with coal; if we are not mistaken it was the *Times* that drew attention to the grave depletion of our coal supplies.

You tell us that the recent manoeuvres have shown that old battleships cannot act with new. In that case are we to regard such ships as the Russian *Sissoi*, *Navarin*, and *Ushakov*, and the French *Bouvet* and *Henri IV*, as absolutely useless? It used to be the Admiralty argument that the British ships armed with muzzle-loaders were valuable as a reserve, and in this line you were distinctly inclined to acquiesce, since you blamed us severely for denouncing these old ships as death-traps. But now you decline to take the old ships of foreign Powers into account, though in this department Great Britain is outnumbered by thirty-two to eighteen, striking off some of the oldest and least efficient vessels on either side. In view of your changed attitude on this head we are not without hope that in time you will come to see the reasonableness of our present contentions.

Your question as to "How many American merchant ships were captured by Spain in the Cuban war?" would be better stated in the form, "How many American merchant ships were there within the reach of the Spanish cruisers to capture?" If we are not mistaken, the American flag vanished from this side of the Atlantic. Is the British flag in a future war to vanish from the waters which are within reach of an enemy? And if so, how is this country going to exist, living, as it does, largely on the £90,000,000 of visible exports in the form of freight?

Perhaps you will answer some of our interrogatories before you next condemn the League for scaring the public.—I have the honour to be, Sir, your obedient servant,

H. SARMOUR TROWER,
Chairman of the Executive Committee.
WM. CAUS CRITCHLEY,
Secretary.

The Editor,
The Times,
Printing House Square, E.C.

SUPREME COURT.

Tuesday, 26th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUISNE JUDGE).

OGDENS LIMITED IN LIQUIDATION.

Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors, appeared in support of an appeal by the British American Tobacco Company, Limited, as assignees of Ogdens Limited's trade mark in Hongkong from adjudication of stamp duty. Mr. F. B. L. Bowley, Crown Solicitor, appeared for the respondent, Hon. L. A. M. Johnston, the Acting Collector of Stamp Revenue.

It appears that on 19th June of last year, 1903, Ogdens Limited, now in liquidation, transferred their trade-mark so far as Hongkong was concerned to the British-American Tobacco Company for the sum of £100. The Acting Collector of Stamp Revenue adjudicated that the stamp-duty on the assignment was \$10 under the Order in Council of June 3, 1903, the consideration being nominal. Appellants appealed against this adjudication, and asserted that the duty should be only \$6, the consideration being not nominal.

His Lordship said there was something grossly negligent on somebody's part—he did not think it was Mr. Bowley—in the way entries such as this were put in the *Gazette*. He would be very glad to know who was at fault. The Stamp Collector had adjudged \$10 on something that was published in the *Gazette* at page 317 of 1903. Well, he found first of all that it was headed Order made by the Governor in Council under the provisions of Ordinance No. 18 of 1893. It did not give any section. This was a thing he had repeatedly complained about, that you had to look through a whole Ordinance to find out what section a case was brought under. Looking at Section 6 of the Stamp Ordinance, 1901, you found that there were seven sub-sections under which he could make rules and regulations. It was perfectly impossible for him to say under which one he had made the order, though there was a thing at the end for the general working of this Ordinance. That was not right, because supposing the validity of these rules and regulations came before the Court they would not know under what section to go. The Court wanted people to give them the section and sub-section when they put it in the *Gazette*. To take the first thing, Rule 19 of the Trade Mark Rules was amended, and in the *Gazette* of 1898 in the index he found the heading "Trade Mark." He must admit, however, he had since discovered it was under the heading "Orders in Council." But they did not give the number of the page. He would like to have before him the person who was responsible for this. It had taken a whole morning to find out what they were proceeding upon. His Lordship then asked Mr. Harston how he had arrived at \$6 instead of \$5.

Mr. Harston said that was due to difference in exchange. This was a summons on the part of the assignees that the assignment be adjudged to be correctly stamped *ad valorem*, the duty being \$6 on a consideration of £100, such consideration not being a nominal consideration.

His Lordship—Your argument is that it is not a nominal but a substantial consideration?

Mr. Harston—Yes.

His Lordship—I may say I am with you as at present advised, subject of course to anything the Crown Solicitor has to say, and therefore I should like the Crown Solicitor's view as to this consideration being nominal or not nominal.

Mr. Bowley remarked that the only question in this case was whether the consideration of £100 was nominal or not nominal. If it was nominal then the Order in Council applied and the duty of \$10 was correct. If it was not nominal then the ordinary rules applied and the assignment must be stamped *ad valorem*. The assignment had been made by the liquidators of Ogdens, Limited. Ogdens was in liquidation.

His Lordship said the liquidator had assigned the trade-mark for £100 sterling. Was this a nominal or a substantial consideration?

Mr. Bowley replied that in the view of the Treasurer who had had to adjudicate upon this matter, it was a nominal consideration for the transfer of the Company's trade-mark.

His Lordship—What is your opinion?

Mr. Bowley said it was not a question of what his opinion was, but of what the opinion of the Court was. He understood that the Treasurer, in adjudicating, knew, although it did not appear on the face of the deed of assignment, that this was a very valuable trade-mark. You could hardly make a step in England, at any rate, without seeing Ogdens's trade-mark. Therefore the Treasurer came to the conclusion that this sum must have been inserted as a nominal consideration.

His Lordship said this assignment was only for the transfer of Ogdens's trade-mark in Hongkong. If it appeared that Ogdens had been sold all over the world for £100 he should say that price was nominal. He was of opinion that this was a substantial consideration for

Ogdens trade-mark in Hongkong considering that Ogdens was in liquidation.

Mr. Bowley stated that this was a matter in which the Treasurer had to exercise his discretion, and he came to the conclusion that £100 was a nominal consideration.

His Lordship said he thought the appeal must succeed. The Collector appeared to have taken the view that this referred to Ogdens all over the world instead of Hongkong alone. He thought that £100—roughly speaking, something over \$1000—was a substantial consideration for Ogdens's trade-mark in Hongkong alone, considering that Ogdens was in liquidation. He therefore allowed the appeal and made an order that \$6 be the amount of stamp duty.

DISPOSAL OF FURNITURE.

Lieut. G. Spicer Simson, H.M. Navy, sued Captain G. Gotsche for \$211. Mr. H. K. Holmes, solicitor, appeared for the plaintiff, and Mr. J. Hastings, solicitor, for the defendant. It appeared that when the plaintiff was going home he agreed to sell his furniture to the defendant for \$350. Among the goods were some pieces that defendant did not want, and in a letter which he wrote to plaintiff he specified these articles. Plaintiff's contention was that defendant had agreed to buy the whole of the furniture at the price mentioned. In the result defendant did not take the furniture. It was put up to auction and realised \$133. Plaintiff claimed the difference between this sum and the price originally fixed upon—\$211.

His Lordship gave judgment for the defendant and costs.

The Court adjourned.

POLICE COURT.

Tuesday, 26th January.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

INFANTICIDE IN THE NEW TERRITORY.

The case, in which Cheung Sun Fun and Pang Lung were charged with the murder of their infant daughter, remanded from Monday, was resumed yesterday, when Dr. Hunter, recalled, stated that it was on the 18th and not on the 17th inst. that he held the post-mortem examination of the body. This closed the case for the prosecution.

The defendants, after being formally cautioned and asked if they wished to make any statement, replied that they were ignorant of the British laws and did not know what to say. His Worship committed them to take their trial at the next ensuing criminal sessions.

FALSE PRETENCES.

Tam Fung was charged with obtaining a quantity of mushrooms, oysters, and almonds, of the aggregate value of \$5.07, from Po Leung by false pretences. Tam Fung went to the shop of Po Leung, and representing that he came from the firm of Sui Chi Cheun, ordered the goods, which he obtained and took away. When he had gone Po Leung became suspicious, and sent his compradore to follow Tam Fung. When he found he did not go to Sui Chi Cheun's shop, the compradore went there and asked them if they had sent Tam Fung for the goods. They said they had not. For the defence Tam Fung said someone in Sui Chi Cheun's shop had told him to go and get them. He could not explain why, if that was so, he did not take the goods there instead of to his own house.

Sentence—21 days' hard labour, and 3 hours in the stocks.

THEFT.

Chan Fan, a ship's boy, was charged with stealing a purse, containing \$21.50, the property of B. Feldmann, on board the s.s. *C. Ferd. Lages*, on the 25th inst., in the harbour of Hongkong. He was sentenced to 6 months' hard labour and 4 hours in the stocks.

MARINE COURT.

Tuesday, 26th January.

BEFORE HON. BASIL TAYLOR (ACTING MARINE MAGISTRATE).

NON-OBSERVANCE OF RULE OF THE ROAD.

Chan Wing, master of the steam launch *Xam Shan*, was charged by Wong Yau Lung, coxswain No. 7 of the Police pinnace, with failing to observe the rule of the road, whereby a collision might have been occasioned on the 23rd inst., at 5.09 a.m., in Victoria Harbour.

The defendant pleading not guilty, the plaintiff deposed that at 5 a.m. on the 23rd inst. he was going from west to east on the southern side of the harbour, patrolling. When off the China Merchants' wharf he saw the defendant's launch coming from the north and steering to cross his bows. Defendant was on his port bow. Defendant then crossed his bows, clearing by about a foot. He had to give way, starboarding his helm; had he not done so a collision would have occurred.

The defendant had no questions to ask, but said he could not keep out of the way as there were a lot of boats in the way.

Sentence—\$5 or 14 days.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.30a. The barometer has risen over Japan, fallen N. China.

The anticyclone is moving Eastwards, the central area now lying between N. China and the Sea of Japan.

Gradients are decreasing on the China coast and the monsoon is likely to moderate in the Formosa Channel.

Steep gradients with heavy monsoon over the China Sea.

Forecast:—Fresh N.E. winds; fair.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

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Inspection is invited to the New Stock now on view.

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Hongkong, 21st December, 1903.

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Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong 3rd December, 1903.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate to strong N.E. monsoon.

SUNDAY COMPETITION ON HONGKONG.

Several small steam-boat companies have been making considerable profit by running steamers between Hongkong and Macao on Sundays, and now, starting from next Sunday, the Hongkong, Canton, and Macao s.s. *Heungshan* is to compete. The *Heungshan* will leave Macao at 8 a.m., returning from Hongkong at 12.30 p.m.

A CHINESE GUN-BOAT.

The Chinese gun-boat *Fuk Po* touched at Hongkong on her way to Kauloong city. She left Canton on the 25th.

A GUN-BOAT "CALLAO" AT HONGKONG.

The United States gun-boat *Callao*, Capt. Miller, has come here for docking purposes. She left the Ladrone Islands on the 25th, and reports a fine passage.

FRENCH GUN-BOAT AT HONGKONG.

The French gun-boat *Alouette* arrived at Hongkong from Shanghai yesterday under command of Lieut. Varney. Strong N.E. monsoon and high sea were experienced.

AT THE MERCY OF THE SEA.

The German s.s. *Petrarch* arrived from Japan yesterday with a cargo of coal. On the voyage she encountered a junk bottom up with five men clinging to her. This occurred at 3 p.m. on the 25th inst., off Breaker Point Lighthouse. An attempt was made to pick up the men, but the sea being very rough, nothing was done for them.

MANILA-HONGKONG PASSAGE.

Strong N.E. monsoon between Manila and Hongkong is reported by Capt. Rogers of the *China* and Manila s.s. *Zifro*. The *Zifro* arrived yesterday.

HAIPHONG TO HONGKONG.

The s.s. *Pronto* arrived from Haiphong, via Hoihow, yesterday with general cargo, cattle and pigs. Strong monsoon was experienced on the voyage.

KWANGCHAUWAN TO HONGKONG.

Rough N.E. wind and heavy sea was experienced by the s.s. *Uatching*. She arrived yesterday with general cargo and pigs.

TAMSAI TO HONGKONG.

The Osaka Shosen Kaisha s.s. *Daigi-maru* arrived from Tamsai via Swatow yesterday. Capt. Groves reports strong N.E. monsoon.

AUSTRALIA TO HONGKONG.

The Nippon Yusen Kaisha s.s. *Kumano-maru* from Melbourne reports a very strong N.E. monsoon and heavy sea.

AMOT TO HONGKONG.

Strong N.E. monsoon between Amoy and Hongkong is reported by Capt. Roach, of the Douglas s.s. *Haitan*, which arrived yesterday.

U.S. DESTROYERS FOR CHINA.

A flotilla of U.S. torpedo-boat destroyers is to come to the China Station via the Suez Canal shortly. They are to be conveyed by the U.S. s.s. *Baltimore*.

WARSHIPS AT SHANGHAI.

Warships at Shanghai on the 21st inst. were:—H. M. sloop *Rocaria*, H. M. cruiser *Sirius*, *Alouette* (Fr. gun-boat), *Aspern* (Austrian cruiser), *Djigit* (Russian gun-boat), *Eleanore* (U.S. gun-boat), *Geier* (German cruiser), *Hertha* (German cruiser), *Ilia* (German gun-boat), *Manfour* (Russian gun-boat), *Mowdok* (U.S. monitor), *Otry* (French gun-boat), and *Piemonte* (Italian cruiser).

TRADE MARK



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

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• 325.00 PER DOZEN.

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Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

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SKIN-TORTURED BABIES

And Tired, Fretted Mothers

Find Comfort in Cuticura Soap and Ointment

When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, purest of emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalled head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter and suit rheum,—all demand a remedy of almost supernatural virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made them the standard skin cures and humour remedies of the civilized world.

Cuticura Resolvent, sold in the form of Chocolate Candy Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. London: L. & C. Starkey & Co., Ltd., 10, Abchurch Lane, E.C. 4. Sydney: J. &

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THE LATEST
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TALKING
MACHINES

WITH TAPERING ARM.
SUPERSEDING OLD STYLE.

THE
ROBINSON
PIANO
CO. LTD.

Hongkong, 11th January, 1904. [335]

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel. Hongkong, 5th January, 1904. [128]

GESUCHT.

FUER sofort ein gebildetes deutsches Kinderfräulein für ein 14 jähriges Mädchen in einer deutschen Familie in Yokohama, Japan. Gef. Offerten einzusenden an: 340) O. H. Yokohama, P. O. Box 275.

HONGKONG JOCKEY CLUB.

NOTICE.

FROM this date and until after the 25th February next, HORSES and/or PONIES not entered for the forthcoming Races will not be allowed on the Race or Training Course between the hours of 6 and 8 A.M. Members may exercise unentered horses or ponies after 8 A.M. on the Training Course. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 19th January, 1904. [269]

YING KEE, REFRESHMENT CONTRACTOR and CATERER. Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Home Catered for. Cakes, Crockery, and Table Linen on hire. For Terms, apply to—YING KEE, (First Floor) 50, Des Voeux Road Central, Hongkong, 12th December, 1903. 3434

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. 263

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ENTERTAINMENTS



THEATRE ROYAL, CITY HALL.
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Under the Patronage of the Elite of Hongkong.
FREEER'S NEW WORLD-FAMOUS
PROTEAN VAUDEVILLE
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Which made such an enormous success in Hongkong 10 years ago.
Now in its eleventh year and third tour round the world. Has performed before a greater number of Kings, Princes, Rajas, Pashas, and Governors than any other entertainment in existence. Proof of this, together with the Sultan's medal and credentials, may be seen at Robinson Piano Co., where seats can be booked. Roars of laughter guaranteed for two and one-half hours. Sublime and wholesome. "Fun without vulgarity."
Popular prices, \$3, \$2, and \$1.
Doors open at 7.30. Overture at 8.

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Mr. Freeer gives a guarantee to keep his audience in roars of laughter for two and a half hours. "Freeer's Frivolities," as performed in South Africa, India, Straits Settlements, Borneo, Ceylon, Siam, China, Japan, Java, Canada, Malta, Australia, New Zealand, Queensland, Tasmania, Egypt, Turkey, Morocco, West India, Demerara, United States, etc., and is now on his way to Kiondike, South America, Philippines, New Caledonia, Borneo, Hawaii, China, Japan, Malacca, Paris, etc., etc., and is commissioned by Chatto and Windus, of London, to write a book on his travels and experiences.

See Freeer's Credentials and Sultan's medal at Robinson Piano Co. Crowded Houses everywhere.

N.B.—Seats secured for Thursday will be exchanged for Saturday or Monday, or money returned. M.M. REHEMANJEE'S celebrated BIOSCOPE will be shown in the interval. Hongkong, 27th January, 1904. [348]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB
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WEDNESDAY, 10th FEBRUARY.
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No HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after WEDNESDAY, FEBRUARY 3rd, at 10 A.M. Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.
Last Performances will run a quarter of an hour after the fall of the curtain. Hongkong, 26th January, 1904. [349]

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate. L. A. DE GRACA, 88, Peel Street, or Care of Daily Press Office. Hongkong, 11th August, 1903. [85]

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Practice twice weekly...Fee \$10 a month. Address—51, WONG-NEI-CHONG ROAD. Hongkong, 1st January, 1904. [103]

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THE WOMAN ON THE DERELICT. BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

SYNOPSIS.—John Bramwell, after knocking about the world for many years, arrives in Sydney from San Francisco, and being discharged from his ship looks about for further work. He calls at the office of a shipping firm, is appointed mate of the schooner "Britomart," and the following day sails for Apia. Two years pass away. One day, while Bramwell is sitting on the veranda of an hotel, a man approaches and enters into conversation with him. It appears he is owner of the schooner "Kittiwake," to which some mystery attaches, lying off Apia. He invites Bramwell to go with him and look over his vessel. Learning that he is thinking of leaving the "Britomart," Giles Farrington, as the "Kittiwake" owner is called, persuades him to take command of his ship. Farrington turns out to be an opium smuggler and pearl poacher. After the two have experienced several adventurous years, Bramwell decides to visit England. Leaving the ship at Honolulu, he starts for London on board the "Hulket." On the voyage an abandoned vessel is sighted, and Bramwell has a horrible dream which he cannot banish from his thoughts. Nearing the wreck, the captain suggests that it be searched, and Bramwell gets permission to accompany the mate on his errand.

CHAPTER IV.

You may be sure that as we approached the brig both the mate and I examined her with curious eyes. For my own part I expected to find that she had been abandoned either as being unworthy or because there had been a fire on board, which had burnt itself out after the departure of the crew. This theory, however, did not suit my companion.

"If she were unworthy, she would probably have gone to the bottom before this," he asserted, "and they wouldn't have taken the trouble to haul everything before saying goodbye to her. If, on the other hand, there had been a fire of sufficient violence to cause them to leave her, the same argument applies. Men don't go aloft to handle canvas when the flames are raging; they'd be much better employed, visualising and getting out their boats."

"Then what is your opinion of the matter?" I asked.
"Mutiny," he answered. "That's my reading of it. The crew have mutinied and cleared out. Probably checked the old man and the mates overboard and then gone off in the boats. For, if you look, you will see that they are missing."

"I continued, 'I admit that they are missing, but in the case of a mutiny would they have farled everything before leaving her, or would they have left her at all? My opinion is that they would have scuttled her instead of allowing her to parade the seas as evidence against them.'"

By this time we were not more than fifty yards from the vessel's side.
"Vast pulling," called the mate to his men, and then standing up, he funnelled his mouth with his hands and shouted "Ship ahoy, what brig is that?" But he received no answer.

"As I thought," he said, "she is abandoned, and yet she looks sound enough. Before we go aboard, let's have a look at her name."

To our astonishment, the name on both bows had been carefully painted out.

"Hullo! that looks fishy," remarked the mate. "Let's see if it is on her counter."

We accordingly pulled astern, only to meet with the same result. Here the name had not only been painted out, but scraped out.

"Still more fishy," said the mate. "Bring her alongside, men."

They did so and the pair of us elbowed on board. At first glance she appeared to be a roomy, comfortable boat, with a poop and a small cabin forward, just abaft the foremast.

Everything was as trim and ship-shape as the heart of any seaman could desire, but sign of a boat there was none. The short ladders to the poop had brass rails and fittings and, from the way in which they sparkled in the rays of the sun, it was evident that whatever the mystery might be, it was of recent date.

Before going aft, we thought we would explore the crew's quarters. We accordingly entered the house with the purpose of exploring the bunks of which there were eight. They were, however, empty—not a blanket or a vestige of clothing was to be found. The very floor, in fact, places usually so filthy, had been carefully swept.

"Nothing to be discovered here," remarked the mate, who was evidently enjoying the mystery. "Now we'll try the galley."

And thither we repaired. Here everything was in the same apple-pie order. The stove was even polished, the pots and pans and other kitchen utensils were clean and in their proper places. Again there was proof that the vessel had not long been abandoned, for a kitchen clock suspended on the wall was still going.

"Before we go aft, let's take a glimpse at the forepeak. It's just possible we may drop on something there that will give us a clue as to her identity."

Lighting a lantern that we found in the galley, we made our way into the place in question, but it told us no more than we had yet discovered. There was nothing there save some spare canvas and the usual items of ship's chandlery.

"Well, this gets more mysterious every minute," I said, as I replaced the lantern in the galley. "Now let's go aft."

We did so, and ascended to the poop. The companion was only a small one but, before descending to the end, we determined to look about on deck.

"Very possibly her name is on the wheel," I continued. "Let's examine it."

We passed round the hatch with the intention of doing so. The mate was a few steps in advance of me. Suddenly I heard him utter a cry, followed by a muttered "Good God!"

"What's the matter?" I asked, and hastened forward to satisfy myself. Merciful powers! It was not to be wondered at that he had cried out. I did so myself a moment later. Stretched out upon the deck was the most gruesome sight I have ever seen in all my experience. Lying upon his back was the body of a man—a white man—pinned to the deck by a knife through his throat. His arms were extended, and they also were pinned in the same fashion through the palms. The eyes were open and stared up at us with nameless horror. So terrifying was the sight that I recoiled, and I believe I should have fallen had not the mate caught me in time.

"What's the matter?" he asked, in a voice that I scarcely recognised.

peated, then, feeling that I must say something more, I added, "What can it mean?"
"Something very bad, as you can see for yourself," was his reply. "There has evidently been terrible work aboard this ship within the last twenty-four hours. How long should you say that man has been dead?"
"Not more than twenty-four hours at the utmost," I answered, after another shuddering glance at the corpse. "Think of the sun yesterday!"

He saw the significance of my words. "What do you think is best to do now?"
"The very best thing would be for you to go back and tell the skipper what we have discovered. Persuade him, if you can, to come and see for himself, so that it may be properly logged. He can't be too careful in a matter like this. Meanwhile, I'll look round and see what else I can discover."

He saw the wisdom of my advice and took his departure, promising to be as quick as possible on his return.

As soon as he had taken his departure I hurried forward to the peak and peered thence a fair-sized bit of canvas with which I hastened aft. Once I had covered the body with it I felt happier, but even then I seemed to see those terrible eyes staring through it at me. The very remembrance of the face was sufficient to make a man sick with loathing of himself and what he may probably come to. Passing to the wheel I examined it carefully. It was easily seen that it had once borne the name of the vessel, but that the word or words had been carefully scraped away was evident from the marks upon the wood. Life-buoys there were none, so far as I could discover. Indeed everything pointed to the fact that the greatest care and ingenuity had been displayed in concealing all traces of the identity of the unhappy vessel. That the murderer, whoever they may have been, had not plundered her seemed evident, for the reason that at the top of the companion, on a rack, were two excellent glasses and an expensive barometer.

I descended the narrow ladder and entered the small cabin. It was but a tiny place, being mainly taken up by a small pantry and six equally small bunks. There was a table in the centre, with benches on either side, and a swing tray hung above the former, under the skylight. The latter was well fitted with glasses and also held a decanter of rum, which apparently had not been touched. In the pantry, as in the galley and the main's quarters, everything was the model of neatness.

(To be continued.)

HIRANO WATER.

THE QUEEN OF TABLE WATER.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [30]



NOTICE.

IT IS HEREBY NOTIFIED that on and after TO-MORROW (WEDNESDAY), the 27th instant, that portion of Praya East extending from Bowrington Canal to East Point will be CLOSED to Wheeled Traffic. The section from No. 2, Police Station to Bowrington Canal, which is at present closed, will be re-opened to Wheeled Traffic on the same day.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 25th January, 1904. [347]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island (South Shore Battery) in a South-Westerly direction at ranges from 600 to 2,000 yards, on the 29th instant, and from Lyemun (Pakshawan Battery) in the direction of the entrance to Junk Bay at ranges from 600 to 2,000 yards, on the 30th instant. If the weather is unfavourable on either of the above dates, practice will take place on the 1st proximo.

Practice will commence at 9 A.M. on the 29th instant, and at 9.30 A.M. on the 30th instant, and end at 11 A.M. daily, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th January, 1904. [309]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD-QUARTERS OFFICE, Fletcher St., until 12 o'clock Noon, on MONDAY, the 15th FEBRUARY, 1904, for the undermentioned Supplies and Services, for the period of twelve months from 1st April, 1904.

1. Hospital Supplies & Medical Comforts.
2. General Supplies and Provisions.
3. Coal, Wood, Oil, Seaweed, and other Barrack Supplies and Services.
4. Washing.
5. Transport Services (Supply of Lanchons, Junks, Coolies, &c.).
6. Forge.

Forms of tender, and any particulars can be obtained on application to this Office either personally or by letter addressed to the Officer Commanding Army Service Corps between the hours of 10 A.M. and 4 P.M.

The tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head-Quarters Office by 12 o'clock Noon on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all tenders is reserved.
Head-Quarters Office,
Hongkong, 25th January, 1904. [334]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [314]

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches, Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [78]



A perfect complexion
depends on delicacy of skin, which is conferred by
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
in collapsible tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ESTABLISHED 1836.
INCOME 1902 2,731,301
TOTAL ASSETS AS PER BALANCE SHEET 1902 10,773,237
TOTAL CLAIMS PAID 41,331,183

POLICIES issued by—

Hongkong, 1st January, 1904.

Wm. MEYERINK & CO., Agents.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Borneo, Manila, Amoy, Shanghai, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hiroshima, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the S. Railways; Principal Railway Companies and Industrial Works; Home and Foreign and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ido Coal Mines; SOLE AGENTS for Hokoku, Hondo, Kamada, Fujinotani, Mameda, Mannoura, Onoura, Otsu, Sasahara, Tanakura, Yoshinotani, Yoshio, Yonokibara, and other Coals.
N. INUZUKA, Manager, Hongkong.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA, OSAKA and KAIGAN, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong. CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Company &c. Sole Proprietors of Kumamoto and Tenoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Minamio, Ikejiri and Kumagata Collieries.

K. UYEMURA, Manager.

Hongkong, 4th March, 1903.

BUTTERFIELD & SWIRE.

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.



Hongkong, 18th August, 1903. [119]

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL
HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY—
LAMBERT & BUTLER'S BRANCH,
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

SHIPPING.

ARRIVALS.
25, KAIGAN, British str., from Canton.
25, ZAFIRO, British str., 1,161, R. Rodger, Manila 23rd January, General—SHEWAN TOMES & CO.
25, ALBERT, French gunboat, 500, A. Varny, Shanghai 22nd January.
26, AMARA, British str., 1,566, C. J. Matlock, Moji 19th Jan., Coal—JARDINE, MATHESON & CO.
26, DAIGI MARU, Japan str., 845, T. W. Groves, Tamsui, Amoy and Swatow 24th Jan., General—OSAKA SHOSHEN KAISHA.
26, HAITAN, British str., 1,823, T. S. Roach, Swatow 25th January, General—DOUGLAS BAPPAK & CO.
26, KWON-SANG, British str., from Canton.
26, PETRARCH, German str., 1,252, Ch. Ahrens, Moji 19th Jan., Coal—SANDER, WIELER & CO.
26, PRINCE, Norwegian str., 837, Seeberg, Holbo 24th Jan., Rice—EAST ASIATIC TRADING CO.
26, WHANG-SI, British str., 1,109, Lanier, Shanghai 22nd Jan., General—SHEWAN TOMES & CO.

DEPARTURES.
26, HAITAN, British str., for Peking (Amoy, Hongkong, British str., for Swatow, Amoy, British str., for Shanghai, Amoy, British str., for Amoy, Amoy, Japanese str., for Seattle, Amoy, Chinese str., for Shanghai, Amoy, German str., for Canton, Amoy, British str., for Amoy, Amoy, French str., for Europe, Amoy, Norwegian str., for Quinhon, Amoy, Japanese str., for Moji, Amoy, British str., for Wuhu, Amoy, British str., for Kobe.

VESSELS IN DOCK.
26th January.
BERKELEY DOCK—H.L.G.M.S. Moore, T.C. H.M.S. Goby, U.S.A.T. Libanon, R. Rickmers, T.C. G. Paul, Paul, Paul, U.S. Sparrowhawk.
COSMOPOLITAN DOCK—Chit, March, C. Paul, T.C. Paul, Rickmers, Mongkut.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING"
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 27th inst., at 3 P.M., and as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
Agents.
Hongkong, 25th January, 1904. [311]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
R SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN"
Captain Roach, will be despatched for the above ports TO-MORROW, the 28th inst., at DAY-BREAK.
For Freight or Passage, apply to
DOUGLAS LARBAK & CO.,
General Managers.
Hongkong, 26th January, 1904. [350]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON.
"GLENLOCH"
Captain Stallard, will be despatched as above TUESDAY, the 2nd February.
For Freight, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th January, 1904. [275]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
LIBERTY TO CALL AT PHILIPPINE PORTS.
PROPOSED SAILINGS FROM HONGKONG.
1904.
"SIKH" ... 2nd Feb.
"SAGAMI" ... 6th Feb.
"AFRIDI" ... To follow.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st January 1904. [1123]

NATAL LINE OF STEAMERS.
UNDER-GENERAL AGENTS
IN CHINA AND JAPAN for the above Line prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the NATAL STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE POINTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
No. 16, Victoria Street, Hongkong, 14th August, 1897. [18]

HONGKONG-MACAO LINE.
"SS. WING CHAI,"
Captain Samuel Bell Smith,
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion days, at 8.30 A.M.; from Macao week days about 2 P.M. and Sundays about 7.30 P.M. Fare (week days) 1st Class (including cabin and servant), \$2. Return Ticket \$5. On 2nd Class \$1. 3rd Class 50 cents. On 7th Sunday 1st, 2nd, and 3rd Class Ticket, \$2. Return Ticket \$3. Return fare including Dinner and either on land or at Macao Hotel \$5. On Sundays \$5 fare will be charged for each Cabin which has accommodation for two or more passengers. Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.
For Freight or Passage, apply to
WING ON & CO.,
2nd Floor, 16, Victoria Street, Hongkong, 8th September, 1902.
NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour—
"TAIR", Italian barque, Schiaffino—Carlowitz & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	30th inst., at Noon.
LONDON & ANTWERP	GLENLOCH	Brit. str.	Stallard	MCGREGOR BROS. & GOW	2nd Feb.
LONDON & ANTWERP	NESTOR	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	5th Feb.
LONDON & ANTWERP	PALEMO	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	About 14th Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	16th Feb.
LONDON & ANTWERP	MOYUNE	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP	GLAUCUS	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAK LING	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	29th March.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	W. Franke	MELCHERS & CO.	3rd Feb., at Noon.
HAVRE, BREMEN & HAMBURG	WURZBURG	Ger. str.	W. Franke	HAMBURG-AMERIKA LINIE	About 30th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	RADNORSHIRE	Ger. str.	C. H. Burch	SHEWAN, TOMES & CO.	About 10th Feb.
HAVRE, COPENHAGEN & BALTIC PORTS	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	5th Feb.
HAVRE & HAMBURG	C. FERD. LARSEN	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	27th Feb.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	8th March.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Scmidt	HAMBURG-AMERIKA LINIE	22nd March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	v. Dohren	BUTTERFIELD & SWIRE	5th April.
GENOA, MARSEILLES & LIVERPOOL	AXA	Brit. str.	Daniels	SANDER, WIELER & CO.	22nd Feb.
TRIESTE, &c. VIA SINGAPORE, &c.	GHISLA	Brit. str.	Neumann	MELCHERS & CO.	About 27th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SIKH	Brit. str.	Stallard	DODWELL & CO., LD.	To-day.
VANCOUVER, VIA SHANGHAI, &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
VANCOUVER, VIA SHANGHAI, &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
PORTLAND, OREGON	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
AUSTRALIAN PORTS	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
AMSTERDAM & LONDON	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KORE	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MOJI, SAKURA CRUZ MEXICO &c.	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
KORE & YOKOHAMA	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
NAGASAKI, KORE & YOKOHAMA	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
DALNY, PORT ARTHUR & VLADIVOSTOK	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
SHANGHAI	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
SHANGHAI	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
FOOCHOW, VIA SWATOW & AMOY	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
TAM-SU, VIA SWATOW & AMOY	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
AMOY, VIA SWATOW & AMOY	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
SWATOW, AMOY & FOCHOW	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MANILA	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MANILA DIRECT	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MANILA	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MANILA DIRECT	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
CEBU	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
LOILO	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
BOHAY, VIA SINGAPORE & COLOMBO	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
SINGAPORE, PENANG & CALCUTTA	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
SINGAPORE, COLOMBO & BOMBAY	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.
MAZAGON	AFRIDI	Brit. str.	E. G. Andrews	CANADIAN PACIFIC R. CO.	10th Feb.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR ODESSA.
"MALAYA"
Captain Neumann, will leave for the above port on or about WEDNESDAY, the 27th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 21st January, 1904. [244]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR RATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"BENGAL,"
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 30th JANUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 19th January, 1904. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain Heine, will be despatched for the above ports on FRIDAY, the 12th February, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th January, 1904. [250]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.
FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.
THE Russian Steamer
"MANCHURIA,"
Captain Prahl, will be ready to load on or about MONDAY, the 1st February.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th January, 1904. [248]

THE EAST ASIATIC COMPANY, LIMITED.
FOR HAVRE, COPENHAGEN AND BALTIC PORTS.
THE Danish Steamer
"PRINS VALDEMAR,"
Captain Kock, will leave for the above ports on or about WEDNESDAY, the 10th February.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th January, 1904. [249]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 30th Jan., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 6th Feb., 10 A.M.
PERLA	1980	A. H. Nolley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 25th January, 1904. [116]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OLYMPIA	2,837	A. Dixon	Thursday, February 11th
SHAWMUT	9,606	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Ridley	Friday, February 26th
VICTORIA	3,502	J. T. Garlick	Wednesday, March 16th
TRENTON	9,606	T. W. Garlick	Friday, March 25th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

* Not carrying second class passengers.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT, 9,606 tons. W. M. Smith. About 30th January.
S.S. TRENTON, 9,606 tons. T. W. Garlick. About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TRENTON" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 26th January, 1904. [7]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3876	Tuesday, 2nd February, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3889	

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. MATSUDA, Acting Manager.
Hongkong, 12th January, 1904. [17]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KUMANO MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 27th Jan., at Noon.
TAMBA MARU	KOBE	WEDNESDAY, 27th Jan., at 4 P.M.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 29th Jan., at DAYLIGHT.
Aki MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 9th Feb., at 4 P.M.
J. W. Ekstrand	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th Feb., at Noon.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 16th Feb., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.
A. S. MIHARA, Manager.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
WURZBURG	HAVRE, BREMEN and HAMBURG	On 29th Jan. { Freight & Passengers }
ALLESIA	HAVRE and HAMBURG	On 6th Feb. Freight
C. FERD. LARSEN	HAVRE and HAMBURG	On 27th Feb. Freight
SITHONIA	HAVRE and HAMBURG	On 8th Mar. Freight
SAMBIA	HAVRE and HAMBURG	On 22nd Mar. Freight
ANDALUSIA	HAVRE and HAMBURG	On 5th April. Freight

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	WEDNESDAY, 27th Jan.
R.M.S. "ATHENIAN"	3,882 Tons
R.M.S. "EMPERESS OF INDIA"	6,000 Tons
R.M.S. "TARTAR"	4,425 Tons
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons
R.M.S. "EMPERESS OF CHINA"	6,000 Tons

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ...
Intermediate on Steamers ... \$40 ...
and 1st Class Rail ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEIDLITZ	WEDNESDAY 2nd March
ROON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30th March
HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 3rd day of FEBRUARY, 1904, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain W. Franke, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 2nd February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Liners can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 21st January, 1904. [15]

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship
"RADNORSHIRE,"
Captain C. H. Burch, will be despatched for the above ports on or about SATURDAY, the 30th January.
This steamer has superior accommodation for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 6th January, 1904. [222]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
351 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central, Hongkong, 30th June, 1903. [27]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PINGSUEY"	On 26th January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 30th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.
GLASGOW and LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

FOR	STEAMERS	TO SAIL
AMSTERDAM and LONDON	"DIOMEDES"	On 26th February.
LONDON and ANTWERP	"NESTOR"	On 1st February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"PINGSUEY"	On 28th January.
The s.s. "PINGSUEY" left Singapore on the 20th inst., and is expected here on the 28th instant.	"AGAMEMNON"	On 28th February.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"SZECHUEN"	On 27th January.
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"KANSHU"	On 28th January.
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"ANHUI"	On 28th January.
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"WOOSUNG"	On 29th January.
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"HUNAN"	On 29th January.
SHANGHAI, MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY and VICTORIA.	"ICHANG"	On 1st February.

* The attention of passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.
[12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SINGAPORE, COLOMBO, MAZAGON and BOMBAY.	"MAZAGON"	About 26th January	Freight only.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	"SOCOTRA"	About 27th January	Freight only.
LONDON, &c.	"BENGAL"	Noon, 30th January	See Special Advertisement.
SHANGHAI	"CHUSAN"	About 30th January	Freight and Passage.
LONDON, AMSTERDAM and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	"PALEMO"	About 14th February.	Freight only.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
[1]

PORTLAND & ASIATIC STEAMSHIP CO

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	R. P. Craven	January 30, 1904
"INDRAPURA"	4,899	A. E. Hollingsworth	February 13, 1904
"INDRASAMHA"	5,197	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
[14]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, via SWATOW and AMOY.	"DAIGI MARU"	FRIDAY, 29th January, at 10 A.M.
TAMSAI, via SWATOW and AMOY.	"DAIWIN MARU"	THURSDAY, 4th February, at 10 A.M.
ANPING, via SWATOW and AMOY.	"MAIDZURU MARU"	WEDNESDAY, 27th January, at 3 P.M.
FOOCHOW, via SWATOW and AMOY.	"ANPING MARU"	WEDNESDAY, 3rd February, at 10 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central, Hongkong, 26th January, 1904.
T. ARIMA, Manager [15]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI, SALINA CRUZ, MEXICO
AND PORTLAND (OREGON),
THE Steamship

"LOTHIAN"
Captain J. C. Williamson, will be despatched for the above ports on SATURDAY, the 30th inst., at DAYLIGHT.
For Freight, apply at Company's Offices No. 20, Des Vaux Road.
J. S. VAN BUREN, Superintendent.
Hongkong, 26th January, 1904. [351]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN, GOON, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo through bills to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"GISELA"
Captain Damjanovich, will be despatched as above on TUESDAY, the 23rd February, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents, Princes' Buildings.
Hongkong, 26th January, 1904. [209]

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA"
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 21st inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th January will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd January, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 21st January, 1904. [320]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAIESZ"
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 23rd inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 23rd January, 1904. [336]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GERA"
OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, the 23rd inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 1st February, at 9.30 A.M.
All Claims for damage must be sent in before the 6th February, or they will not be recognised. No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDEUTSCHER LLOYD, MELOCHERS & CO., Agents.
Hongkong, 23rd January, 1904. [5]

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER.
"FROM HONGKONG TO CANTON BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD (R.S. "HANKOW")
With Illustrations, Maps and Plans.
Price \$1.50
On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. W. BREWER & CO.
Carton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903. [283]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security \$252,719
Total Losses Paid \$28,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [184]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [217]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.
I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,867,315 11 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 28th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAURENCE & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [9]

DON'T COUGH. DON'T COUGH.

There is absolutely no remedy so speedy and effectual. One Lozenge alone gives relief. Save in action, and can be taken by the most delicate.

KEATING'S LOZENGES KEATING'S LOZENGES KEATING'S LOZENGES

If you cannot sleep for coughing, one KEATING'S LOZENGE will set you right. They at once check the cough and remove the cause.

EASILY CURE EASILY CURE EASILY CURE

KEATING'S COUGH LOZENGES, the unrivalled remedy for COUGHS, BRONCHITIS, and THROAT TROUBLES, are sold everywhere in bottles by all chemists.

THE WORST COUGH. THE WORST COUGH. THE WORST COUGH.

[2697]

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUALITY IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full matured age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.

Sole Agents.
Hongkong, 25th July 1903. [211]

HONGKONG BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN.
ACHEE & CO., Established 1859.
Furniture Dealers, Silver-plated, China Glass and Iron Wares.
17A, Queen's Road Central.

JEWELLERS.
MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER.
M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS.
F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Rahtjen's Genuine Composition Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandeliers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vaux Road.

GRACA & CO.,
FOREIGN AND COLONIAL STAMP DEALERS.
No. 55, PEEL STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Also are prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. 3314

"THE EAST OF ASIA."
(Published Quarterly.)
CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; Messrs KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [27]

GRIMAULT & CO

Medicinal Skin Soap
RECOMMENDED BY EMINENT DERMATOLOGISTS AND ADOPTED IN THE PARIS HOSPITALS IN THE TREATMENT OF Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8
Paris

THE NEW FRENCH REMEDY
TRADE MARK
THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably effective remedy for the treatment of the most serious diseases of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the patient's health and ruin of his life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 2 is for the treatment of the most serious diseases of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the patient's health and ruin of his life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for the treatment of the most serious diseases of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the patient's health and ruin of his life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION
Sole Agents.
Hongkong, China, and Manila. [2013]

HIS BRITANNIC MAJESTY'S SHIP IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, Hongkong.

Albion, battleship, 12,950 tons, 16 guns, 6,000 h.p., Comdr. H. M. T. Tuder, Weihai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Singapore.

Amphitrite, let class cruiser, 11,000 tons, 12 guns, 3,000 h.p., Capt. Charles Windham, C. Wharfedale.

Blenheim, let class cruiser, 9,000 tons, 12 guns, 2,141 h.p., Capt. F. G. Steford, Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Makins, Hongkong.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Hongkong.

Centurion, battleship, 10,500 tons, Capt. F. at Hongkong.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tuder, Weihai.

Esperance, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. H. M. T. Tuder, Weihai.

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